

**Advertisements.**  
Theatricals—*See* page 10.  
Public Notices—*See* page 10.  
Legal Notices—*See* page 10.  
Business Notices—*See* page 10.  
Advertisements for the *Weekly Sun* are inserted in the morning edition at the rate of 10 cents per line for the first week, and 5 cents per line for each subsequent week. For longer terms, apply to the publisher.

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**The Efficiency of Capital Punishment.**

On Friday two men were hanged in New York for murder. On the Sunday following an Italian resident of this city stabbed another Italian to the heart, and a patrolman in Long Island City shot and killed a police sergeant.

There is no doubt about the efficiency of capital punishment, so far as the particular culprit who is executed is concerned. But the argument in favor of the death penalty is a warning to other criminals is weakened by such occurrences as these two Sunday murders immediately following a double execution.

It might be said that perhaps four murders would have been committed on Sunday if McGLOTH and MAJONE had not been put to death on Friday; but how many people believe that their execution had any such deterrent effect?

**Pass the Appointments Bill.**

All through the last campaign the Republicans took special pains to warn the electors not to allow the Democrats to carry the Assembly, because, with the aid of the Democratic Senate, they would appoint the State for members of Congress in a way that would be grossly unjust to the Republicans. Well, the Democrats did carry the Assembly, and they have introduced an appointments bill which the Republicans are constrained to say is fair in every essential particular.

Indeed, many leading Republicans have admitted that it is just an appointments bill as was ever made in the State. They do not conceal their surprise that they have been treated so generously by their opponents.

**The Ocean Steamers of the Future.**

At the launching of the *Aurora*, the last addition to the Cunard line, Mr. JAMES R. THOMSON, one of our builders, made some predictions regarding transatlantic steamers of the future. The changes and improvements he anticipated are not novelties of which we have not before heard, for all of them have been discussed of recent years; but what Mr. THOMSON said is worthy of special attention, since he is one of the most successful and most conservative of the Clyde shipbuilders.

The first step in advance, he predicted, would be twin screws instead of the single screw. Next, instead of 16, 17, and even 18 knots ships, we should have ships going at a speed of 20 knots an hour; and these vessels would be for passengers only. For the carrying of freight, steamships would be built so that work would be provided, and the passenger steamers, unencumbered with cargo, could be better fitted for speed.

The passenger steamers, Mr. THOMSON thought, would make fifty per cent. more trips than are now customary, and so earn for the companies running them greatly increased profits. They would, indeed, be detained at the wharf by the loading and unloading of cargo, but it is long enough to get coal and supplies and passengers aboard.

The Atlantic steamship of the future, he also prophesied, would have no masts, the two masts would be largely increasing the safety of the vessel, the necessity for an auxiliary propulsion power, such as sails, could be no longer felt.

Finally, he thought that twenty knots an hour would be the limit of speed with vessels of anything like reasonable dimensions; that is, unless some radical changes were made in the method of obtaining the propelling power.

Those are prophecies which even a very conservative shipbuilder can afford to indulge in, for the indications are that we are rapidly proceeding to their fulfillment. The *Alaska* made twelve round voyages last year, several of the runs out of New York being made in a little over seven days each, and one of the return runs lasting only 6 days, 18 hours, and 27 minutes. The *Stirling Castle*, turned out last year by the same builders, Messrs. JOHN ELDER & CO., has scored a speed of 18 1/2 knots an hour, and has proved herself the fleetest vessel ever engaged in the China tea-carrying trade. The speed of the Channel steamers *Britannia* and *Normandy* is recorded at 17 1/2 knots. The North German Lloyd steamer *Werra* has attained a speed of 17 1/2 knots an hour. Still greater things are promised for the Oregon of the Gulf line.

It will be seen, therefore, that already we have very closely approached the greatest speed that it is practicable to attain with our present machinery, according to Mr. THOMSON. It is true that to gain the additional two knots is not an easy matter, but a very difficult one. To do it we shall need to push still further what has already been slowly carried forward almost to the maximum, and to attain the end there must be a separation between freight and passenger steamers.

But such a separation would do more than contribute to the attainment of the additional speed desired and practicable. It would tend to increase safety. There would not be the excuse for neglecting safety precautions that there is now, when provision has to be made for the cargo. In the passenger steamer, running at an enormous speed, the first requisite is to secure safety, and that this can be secured within reasonable limits is not denied by shipwrights,

though to attain it more money than is now spent must be put in the ship, freight must be sacrificed, and increased wharfage incurred. A great step toward the desired end, however, will be the building of steamers for passenger carrying alone. But meanwhile we need an international system of fog signals to prevent the collisions to which so large a share of the disasters to steamers at sea are due. Ocean travel is far more perilous than it ought to be at this period of its high development, and the dangers incurred are due, not to necessity, but to causes which are preventable.

From the beginning of this year up to the middle of February 80 ships were reported, an increase of 148 as compared with the corresponding period of 1882.

**On Duty in Washington.**

Those who remember how large a proportion of the population of Washington during the civil war consisted of army and navy officers may also recall the anecdote that a stick thrown at a dog in front of Willard's, one night, hit three Brigadier-Generals; and it wasn't a good night for Brigadiers, either. The inclination to hang about the national capital still survives at this long distance after the war; and accordingly the late Congress made an attempt to introduce into the Army Appropriation bill a clause limiting the maximum period of the details of regimental officers for duty at the national capital, except in certain specified cases, to three consecutive years. This attempt was frustrated by a technical objection, the proposed amendment being held to be irregular in an appropriation bill; but while the subject was under consideration statistics were procured in regard to the number of officers of the army and navy on duty in Washington on the last day of March, 1883, their present employment, and the length of their service in that city since the year 1863.

The official list shows that the total number of these officers is 277, of whom no fewer than 156 belong to the navy, and the remaining 121 to the army. Of course, this number represents only a small part of the army and navy population of the capital, since, in addition to the large resident retired list of both services, not a few officers can be found in the city on leave of absence or waiting orders; but the record includes the regular assignments to duty.

Examining this list, we check the names of 41 army officers to each of whom is ascribed a service of more than three years at Washington, and also the names of 61 navy officers, including the marine corps, but exclusive of warrant officers. We find 76 army officers and 53 navy officers whose services there have exceeded four years, within the period spoken of. We find 32 commissioned officers of the army and 33 of the navy whose service there has exceeded five years; 26 officers of the army and 31 of the navy who have exceeded six years; 15 officers of the army and 19 of the navy who have exceeded seven years; 17 army and 14 navy officers who have exceeded ten years; 10 each of the army and navy who have exceeded twelve, and 5 of the army and 6 of the navy who have been on duty at Washington over seventeen years, or over since the close of the war.

It is to be observed, however, that in the case of some of these officers the service has not been continuous, and hence they might not be conspicuous examples of the need of a rule setting a limit of three consecutive years to details for duty at Washington. Again, this list includes a few who were expressly excepted from the operation of the proposed law, by reason of the injury that would result to the public service from sending them away, merely to secure rotation in office. Finally, it embraces the heads of departments, corps, and bureaus, and these do not generally come within the object of the proposed law.

Nevertheless, with these allowances made, it is still obvious that some of the easy places at Washington, having been originally assigned through personal favor or influence, have been continued in the same way far beyond the limit at which a fair distribution of advantages would cause the present incumbents to yield their places to brother officers who have seen hard service and are more entitled to a tour of comparative enjoyment and rest.

**Money for Knowledge.**

The attack made in the Legislature on the appropriation for the State Library, brings up the general question whether the people of this State wish to economize by cutting off the small amount of money annually expended by the State to increase knowledge.

It hardly seems possible at this time that it should be necessary to call the attention of the Legislature to the fact that the American people value knowledge even more than they value money; they know that the foundation of public safety is the general intelligence, and they have for the last century been willing to spend enormous sums for the purposes of popular education. The scientific study of the geology and topography of the State is for the purpose of thoroughly examining the physical resources of the Commonwealth, and of placing within the reach of every man a thorough knowledge of our own territory.

Designing corporations have induced the people of this State to waste millions of dollars on enterprises that would never have been undertaken if the people who invested the money had had any means of knowing about the physical conditions of the State. That was a disgraceful fact, which was announced from the Dudley Observatory, that "there is a better map of the surface of the moon than of the State of New York."

Our citizens never regret the money that has been spent by the State to increase knowledge. It is the money which is stolen, and the money which is expended that brings no fruitful return, which the taxpayers want to have saved.

**A Giant Monopoly.**

On Friday last, in the Senate at New York, Mr. BOYD introduced a resolution directing the Attorney-General to begin suit for the purpose of obtaining a statement of the cost of construction and present actual value of the New York Central and Hudson River Railroad. Mr. BOYD's object is to induce the State to buy and run the railroads mentioned. His ultimate object is to put all the railroads and telegraph lines in the State under State control.

This is an unconstitutional scheme to aggrandize the Government at the expense of the governed. Mr. BOYD's conception of the State is an aggregate of gigantic corporations, retaining still all their political power, and safe from popular indignation, because ostensibly under popular control. If the State could only run the railroads, what high lights might not the party in power indulge in? Every schemer and every brackened would be a distinct political power, a little cog in the wheel of a machine such as no contemporary boss has ever dared to dream about. They would never need levy political assessments; they would get enough out of the management of the railroads and telegraph lines of New York to provide ample soap for the bath of the country in ten years.

Mr. BOYD poses as an anti-monopolist, but

this scheme which he proposes would create such a monopoly as has never yet been developed in the State of New York.

Another famous name is now added to the remarkable death list of distinguished men furnished by the year 1883. Its earliest hours brought tidings that GAMBETTA was no more; the death of CRANZ, one of the most illustrious of the French Generals, soon followed, and this was succeeded by that of the old Greek statesman, EMILIOU WILLIAMS, the following day died GUSTAVE DORE, and three days later FLOTOW. The next noted name to be added to the catalogue was that of Sir SALAR JUNG, upon his fallowing that of WAGNER; Lord SEVENOUE's death occurred only last week, and this was followed by that of Prince CHARLES, the brother of Emperor WILLIAM; the following day died GUSTAVE DORE, and three days later FLOTOW. 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